		NTSB ID: LAX04FA329		Aircraft Registration Number: N16849	
		Occurrence Date: 09/24/2004		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Kalaheo	State HI	Zip Code 96741	Local Time 1642	Time Zone HST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Bell		Model/Series 206B		Type of Aircraft Helicopter	
Revenue Sightseeing Flight: Yes			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>The Safety Board adopted the final report of this accident investigation, including the analysis and probable cause, on February 13, 2007. The Safety Board's full report will be available soon at http://ntsb.gov/Publictn/publictn.htm. The Aviation Accident Report number is NTSB/AAR-07/03.</p> <p>-----</p> <p>On September 24, 2004, about 1642 Hawaiian standard time, a Bell 206B helicopter, N16849, registered to and operated by Bali Hai Helicopter Tours, Inc., of Hanapepe, Hawaii, impacted mountainous terrain in Kalaheo, Hawaii, on the island of Kauai, 8.4 miles northeast of Port Allen Airport (PAK), Hanapepe. The commercial pilot and the four passengers were killed, and the helicopter was destroyed by impact forces and postimpact fire. The nonstop sightseeing air tour flight was operated under the provisions of 14 Code of Federal Regulations Part 91 and visual flight rules with no flight plan filed. Instrument meteorological conditions prevailed near the accident site.</p> <p>The air tour flight was conducted under Special Federal Aviation Regulation (SFAR) 71, "Special Operating Rules for Air Tour Operators in the State of Hawaii," and in accordance with a certificate of waiver or authorization approved for Bali Hai by the Federal Aviation Administration's (FAA) Flight Standards District Office in Honolulu, Hawaii. The minimum altitude for tour flights specified in SFAR 71 is 1,500 feet above ground level (agl) and no closer than 1,500 feet to any person or property, unless otherwise authorized. Bali Hai's certificate of waiver or authorization allowed its pilots to deviate from the minimum altitude requirement and to fly transition segments at 1,000 feet agl, cross ridgelines at 500 feet agl, and cross razorback ridgelines at 200 feet agl.</p> <p>The flight, which was the pilot's eighth and final tour flight for the day, was scheduled to depart PAK about 1600 and fly clockwise around the island of Kauai for a 45-minute sightseeing tour over a number of site-specific locations, including Waimea Canyon, the Na Pali Coast, Waialeale Crater, and Manawaipuna Falls. Digital, time-stamped still images recovered from a passenger's camera showed that, when the helicopter departed, the weather near PAK appeared sunny with good visibility. Subsequent images taken during the tour showed low clouds and precipitation near some site-specific locations.</p> <p>A review of air traffic control radar data from the FAA's air route traffic control center and radar approach control facility in Honolulu showed the helicopter's ground track entered the area north of Mount Waialeale about 1635; however, the helicopter's flight altitudes could not be determined. The radar data showed that, about 1641, the helicopter crossed a 2,000-foot ridge that extended east from Kahili Ridge, the main ridgeline 3,000 feet south of Waialeale Crater. Shortly thereafter, the helicopter tracked west toward a pass at the top of Kahili Ridge, then crossed Kahili Ridge. About 1642, the radar track depicted the helicopter on the west side of Kahili Ridge</p>					
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NTSB ID: LAX04FA329


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Occurrence Type: Accident


Narrative (Continued)

as it turned toward the north. The helicopter's ground track then made a 180-degree clockwise turn toward the south and crossed back to the east side of the Kahili Ridge in a zigzag pattern before it was lost from radar at 1642:46. The wreckage was located on the east side of Kahili Ridge about 200 feet below the top of the ridgeline and southeast of the last radar return.

When the helicopter failed to return to PAK as scheduled, Bali Hai personnel notified the tower controllers at Lihue Airport in Lihue, on the island of Kauai, and the U.S. Coast Guard that the flight was overdue. Bali Hai, other air tour companies, and the Coast Guard conducted visual aerial searches, but clouds obscured the location of the crash site. The Coast Guard located the wreckage about 1420 on September 25, 2004. Recovery of the victims and the wreckage took 10 days because of the terrain and weather conditions; according to recovery personnel, heavy downdraft wind conditions and low cloud cover affected the area.

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		Occurrence Date: 09/24/2004			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer Bell		Model/Series 206B		Serial Number 2355	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Skid					
Amateur Built Acft? No	Number of Seats: 5	Certified Max Gross Wt. 3350 LBS		Number of Engines: 1	
Engine Type: Turbo Shaft	Engine Manufacturer: Allison		Model/Series: 250-C20B	Rated Power: 420 HP	
- Aircraft Inspection Information					
Type of Last Inspection 100 Hour	Date of Last Inspection 09/2004	Time Since Last Inspection 19.2 Hours		Airframe Total Time 15982.3 Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type No	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner Bali Hai Helicopter Tours, Inc.		Street Address P.O. Box 1052			
		City Kalaheo	State HI	Zip Code 96741	
Operator of Aircraft Bali Hai Helicopter Tours, Inc.		Street Address P.O. Box 1052			
		City Kalaheo	State HI	Zip Code 96741	
Operator Does Business As:			Operator Designator Code: XBXA		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Aerial Observation					
<div style="text-align: center;">FACTUAL REPORT - AVIATION</div> <div style="text-align: right;">Page 2</div>					

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First Pilot Information																																																																																															
Name		City		State	Date of Birth	Age																																																																																									
On File		On File		On File	On File	39																																																																																									
Sex: M	Seat Occupied: Right	Occupational Pilot?		Certificate Number: On File																																																																																											
Certificate(s): Commercial; Military																																																																																															
Airplane Rating(s): None																																																																																															
Rotorcraft/Glider/LTA: Helicopter																																																																																															
Instrument Rating(s): None																																																																																															
Instructor Rating(s): None																																																																																															
Current Biennial Flight Review? 05/2004																																																																																															
Medical Cert.: Class 1		Medical Cert. Status: Without Waivers/Limitations		Date of Last Medical Exam: 10/2003																																																																																											
<table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>4125</td> <td>126</td> <td></td> <td></td> <td></td> <td>289</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>2820</td> <td>126</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td>800</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instruction Received</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td></td> <td>126</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	4125	126				289					Pilot In Command(PIC)	2820	126									Instructor	800										Instruction Received											Last 90 Days		126									Last 30 Days											Last 24 Hours		6								
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Seatbelt Used? Unknown		Shoulder Harness Used? Unknown		Toxicology Performed? Yes		Second Pilot? No																																																																																									
Flight Plan/Itinerary																																																																																															
Type of Flight Plan Filed: None																																																																																															
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																																										
Hanapepe		HI	PAK	1605	HST																																																																																										
Destination		State	Airport Identifier																																																																																												
Local Flight																																																																																															
Type of Clearance: None																																																																																															
Type of Airspace:																																																																																															
Weather Information																																																																																															
Source of Wx Information:																																																																																															
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 National Transportation Safety Board FACTUAL REPORT AVIATION			NTSB ID: LAX04FA329		
			Occurrence Date: 09/24/2004		
			Occurrence Type: Accident		

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
LIH	1653	HST	153 Ft. MSL	9 NM	90 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			2700 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 30.00 "Hg
Temperature: 27 °C		Dew Point: 21 °C	Weather Conditions at Accident Site: Visual Conditions		
Wind Direction: 50		Wind Speed: 14		Wind Gusts:	
Visibility (RVR): Ft.		Visibility (RVV) SM			
Precip and/or Obscuration: No Obscuration; No Precipitation					

Accident Information					
Aircraft Damage: Destroyed		Aircraft Fire: Ground		Aircraft Explosion: None	

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot	1				1	
Second Pilot						
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants						
Other Crew						
Passengers	4				4	
- TOTAL ABOARD -	5				5	
Other Ground						
- GRAND TOTAL -	5				5	

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	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) Nicole L. Charnon		
Additional Persons Participating in This Accident/Incident Investigation: Dave Lusk Federal Aviation Administration Honolulu, HI Eric West Federal Aviation Administration Washington, DC Scott Erickson National Transportation Safety Board Anchorage, AK William Bramble National Transportation Safety Board Washington, DC John J Swift Rolls-Royce Indianapolis, IN Harold Barrentine Bell Helicopter Hurst, TX Elaine Summers Transportation Safety Board of Canada Canada, Greg Salottolo National Transportation Safety Board Washington, DC		
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